



GOOLWA REGATTA YACHT CLUB
Established 1854

REGATTA

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The Official Journal of the Goolwa Regatta Yacht Club



Commodore's Comments ...

Welcome to the final Regatta Magazine for the 20/21 season and annual report of the Commodore.

It is interesting times we live in and the ongoing COVID 19 situation has changed how we conduct ourselves in and around the club and how events are run.

Please continue to check in and abide by the current guidelines and regulations for your own health and the health of other members, and let us not forget the fines that can be imposed.

Despite the looming threat of the pandemic, we ran a full season of events within the constraints imposed by the regulations. Fortunately, we have our manager Jade Irvine who keeps us updated on the changes to restrictions and how they affect the GRYC.

continued over the page >



Women's Sailing Program

see page 3



Goolwa to Wellington Race

see page 4 & 5

GRYC

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Commodore's Comments (cont) ...

We conducted the Milang to Goolwa under somewhat trying conditions, as it turned out, and I was so proud to be Commodore when I saw a group of our members step up and render assistance to those needing help with the heat. When it's hot you can gauge the strength of a club by the willingness of its members to pitch in and help.

We were fortunate to have our major sponsors continue, despite the possibility of another shutdown during the planning. A huge thank you to Kies Home Timber and Hardware and Coorong Quays for your support and willingness to continue during the uncertain times.

The Women's twilight series was a resounding success with a very healthy number of yachts making the effort in giving the helm and crewing over to female friends and family, a great buzz on each evening. Thank you to the businesses who sponsor the Women's Twilight; Priceline Pharmacy, Wilson's Refrigeration, Riverview Deli and better mention Goolwa Masts and Welding as well.

Thank you to past Commodore Louise Edwards for her continued leadership in advancing the participation of women in sailing.

I am happy to announce the development of a She Sails committee whose purpose is to promote women's participation in sailing and on-water activities at the club. The committee will be led by past Commodore Louise Edwards, and I look forward to her continuing support and leadership of this initiative.

All members are encouraged to get behind this positive move forward for GRYC.

We conducted the SA Secondary Teams Sailing Championships sponsored by Harcourts South Coast in April and it was fantastic to see so many young sailors sailing to such a high standard each day.

Once again manager Jade, with assistance from Ben Kelsey, Bruce Konings and Australian Sailing, ensured this event ran smoothly and professionally.

To all the members who checked the rigging each day, assisted in the changeover between races and our start boat and finish boat crews, the volunteers who made lunches, hot drinks and served behind the bar, the club owes you a huge thank you.

We are shortlisted to run this championship next year and we need to remember that each one of these young adults is a potential future member, volunteer or flag officer.

The club ran the Goolwa Windsurfer Classic on the 8th and 9th of May, with a very good turnout and loads of colour out on the water. It was a great event for the club and Goolwa with most entrants booking into B&Bs for the two nights. Big thanks to Ben Howell, Harry Cooper, Astrid Huntington and Alex Blacker who organised and conducted the racing and social event.

Over this season the committee has made some improvements to the building with a new stainless steel box gutter installed on the roof, arising from the failure of the previous gutter. We are currently sorting out the insurance claim on the damage to the ceiling.

We have a quote to replace the galvanised marina water main and more service pedestals are being made. Many mooring lines are also being replaced with the assistance of Grahame Evett past Commodore.

In response to our most recent food safety audit with Alexandrina Council, a new handwashing sink has been installed in the kitchen which includes a mixer tap and tempering valve. All other aspects of the inspection were up to standard.

I must thank my fellow flag officers and committee for their efforts and support during the last season. Those of you who are retiring from the General Committee, thank you for your time, effort, and friendship.

It was sometimes frustrating to work through the Covid restrictions, but we were trying always to go forward and achieve an outcome.

Thank you all for your continued membership and support over the last season. I look forward to racing with you in the 2021-22 sailing season.

Randal Cooper
Commodore of the oldest yacht club in Australia

Women's Sailing Program

In 2018 the GRYC, recognising there were very few women participating regularly in races (and well below the state and national averages), introduced a Women's Helm race in the Winter Series and established a Women's Sailing program.

In the short intervening years, several practice and coaching days have been held and after winning a grant, many women completed the Australian Sailing accredited Start Crewing and Start Helming courses.

The number of women members has increased, including those who are senior members, and a Friday twilight race might have 6 boats skippered and helmed by women – plus many other women crew.



The GRYC now includes a 4 race Women's Twilight Series in the program and to be eligible the boat must be helmed by a woman and no less than 50% of the crew must also be women.

At a recent gathering of GRYC women sailors, it was agreed to set up a formal She Sails Committee, which has been wholeheartedly endorsed by Commodore Randal Cooper and the General Committee.

The She Sails committee will ensure the program is developed and guided by women at the GRYC to meet the needs of women sailors.



A WhatsApp group has been created to share information, sailing opportunities, crew/boat matching and provide support.

A coaching and training program is being developed for the coming 12 months which will include some day cruises and an overnight cruise. Come and Try dinghy sailing dates are being identified for those interested in expanding their sailing skills.



The program is developed and guided by women at the GRYC to meet the needs of women sailors at the GRYC.

If you are interested in getting involved – either as a skipper/helm/crew or if you are interested in learning how to run races or drive a safety boat, please do not hesitate to contact convenor Louise Edwards on 0431 053 104 or louandbri@hotmail.com

Louise Edwards

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Sailability

So you are looking for a lifestyle change. Then Sailability may be just for you.

Our purpose is, "To promote sailing as a fun, safe and rewarding activity in which people with any disabilities or disadvantage can participate at a social, recreational and competitive level; and promote the inclusion of people with disabilities, the elderly, the financially and socially disadvantaged within all mainstream yachting activities". You may fall into one of these categories. So come along and enjoy the banter and camaraderie.

We meet monthly throughout the year, except for the month of July. This break enables our volunteers to hook up the caravan, put the hat on the back window ledge, and migrate up north to recharge the batteries, and put some colour into those legs.

Volunteers are an essential part of our program, and our activities have been part of The Goolwa Regatta Yacht Club since November 1998. Please consider helping out as a volunteer, either taking people out for their sail, or in the docking area, assisting our sailors getting into and exiting the dinghies.



If you are used to sailing in larger boats, and consider our dinghies are too small for your comfort, don't worry we are quite adept in "folding people up".

Naturally, we have a wind safety, and heat policy in place. AND you do not have to be a member of the Union that requires you to have a Seniors Card.

The last weekend in March 2022 is scheduled to be our third attempt in putting on the State Sailability Championships at Goolwa. On the two previous occasions Covid caused their cancellation.

Our Sailability program is well known for the lunches that are provided by our group of dedicated catering volunteers. If sailing is not your forte, and you wish to upskill your kitchen attributes, such as peeling potatoes, hard boiled eggs etc. then our group of volunteers will gladly assist. You may even learn the meaning behind the term "plating up".

By being involved in, and with our Sailability group you are rewarded in giving back to people who may be disadvantaged, and at the same time enjoying the activity of SAILING.

If you would like to become involved in our Sailability program, please make contact with myself, or Club Manager, Jade Irvine.

Ian Barker
Sailability, Co-ordinator
0411 207 446

Goolwa to Wellington Race

This iconic race was reinstated to the Summer Series in 2012, after a 26-year absence (since 1986), by the then Vice Commodore Brendan Murray.

The DSM Goolwa to Wellington Race was held on Saturday the 27th of March.

The forecast for the week prior was promising excellent conditions with moderate westerly breezes encouraging a strong fleet of boats to enter.

20 boats across 3 divisions contested the event. The Clayton Bay Boat Club was again well represented showing the popularity of what has become in recent times, an interclub event.

The start was set just north of the Hindmarsh Island Bridge with the 7 boats in the spinnaker division getting away first.

Foxy's new lightweight spinnaker was quickly hoisted...sideways! The 'world's best bowman' saw it was awry and soon enough had it set right way up. This hiccup did not seem to impede their progress with a very tight race between the two Noelexes, Foxy and Cocktail, for the remainder of the race.

Peter Trembath put his Duncanson Spartacus through her paces and enjoyed the downwind conditions under spinnaker.

A boisterous gybe towards the finish line saw After Midnight dunk her main sheet in the water but they easily recovered and finished in style.

continued >>



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Liane Goldsmith - Coorong Quays Office
P: 8555 7300
E: goldsmith@coorongquays.com.au



Goolwa to Wellington Race (cont)



Punisher and 7 Meals were rapidly away in the light conditions putting in numerous gybes with their asymmetric kites.

The same was also true for the three large Multihulls; Wilparina III, Soul Patterson Chemist "SPC Ardmona" and The Tribe, crisscrossing the course as they swiftly made their way to Wellington. The crew of the three multis were well entrenched at Wellington by the time the remaining fleet arrived.

There were 10 entries in the non-spinnaker division, however, Kungari had developed a small motor problem the previous day and was not able to start the race. The Engineer was able to rectify the problem and they cruised from Narrung to Wellington to join the event.

Not long after the start, Stumpy's rudder picked up some weed and promptly dropped out of the stock leaving them "rudderless" with 2 headsails and main carrying them rapidly away from the (just) floating rudder blade.

Intrepid skipper Brendan Murray and equally intrepid crewman PBJ managed to recover the situation and re-enter the race after a considerable time and several passes to get the rudder back on board. "That wasn't the worst disaster," said Brendan. "We got to Narrung and I went below to get the sandwiches and cold beer. We forgot the ice!"

The racing was terribly tight in the non-spinnaker division with just 1 second separating Clayton boats Misty Dawn and Ole on elapsed time.

The steadfast Uncle Rick with his offsider Murray Lamshed provided on-water safety and took the finish times at Pomanda Point.

Serenity also enjoyed a lovely cruise across the lake to bring the total number of participants to 21.

The race provided an excellent opportunity for several sailors (and in some cases their boats) to cross Lake Alexandrina for the first time, in company and with support.

The upgraded facilities at the Wellington Hotel meant there was plenty of room for everyone to moor up.

Commodore Randal and Liz made the road trip as did Murray and Denise Symonds. The 60 places booked for dinner in the hotel dining room were filled, leaving only 2 small tables available for non-sailor patrons.

The origins of the Cow Trophy for the fastest on corrected time across all divisions requires some explanation...

In late 2018, the crew of Anoqua were pestered for about 6 months to donate a cow as overall first prize. The logistics of the task made this unlikely, so the solution was to present a cast metal statue that actually comes from Pamplona in Spain.

Yes, they do have cows in Pamplona as well as bulls! The deal is that it is retained by the winning skipper until the next Wellington Race.



Taking out the coveted "Cow Trophy" this year for fastest corrected time across all divisions was Rob Remilton on Wilparina III.

Spinnaker Division:

Fastest: 7 Meals (C McPhee)
1st: Elanora (L Edwards)
2nd: 7 Meals (C McPhee)
3rd: Cocktail (M Ludlow)

Non-Spinnaker Division:

Fastest: Champagne (T Quilliam)
1st: Misty Dawn (M South)
2nd: Ole (G Gibson)
3rd: Anoqua (G Perry)

Large Multihull:

Fastest: Wilparina III (R Remilton)
1st: Wilparina III (R Remilton)
2nd: The Tribe (J Hardy)
3rd: Soul Patterson Chemist (B Lindsay)

Geoff Perry

DSM

- landscape & building supplies -

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Goolwa Radio Yacht Group

Most of the radio yachts now sailing at GRYC are an International One Metre design (IOM). So what defines an IOM? The yachts are controlled by an international set of rules and yachts competing in official events are required to have a valid measuring certificate. They are one of the most popular radio yachts worldwide. Image shows one metres in a recent state event sailed at Harts Mill Port Adelaide.



Length:

Yachts must measure less than 1M including a 10mm rubber bumper.

Rigs:

Rigs are heavily controlled with sail dimensions fitting within a 5mm leeway on all dimensions. 3 rigs are defined A,B and C. Smaller rigs are about 75% of the area of the next larger rig. Masts are defined with bands to the nearest 1mm and are made of aluminium generally.

Hull:

Only wood and fibreglass are allowed to provide the opportunity for home building with lower tech materials. Most are made of fibreglass though there are groups which sail only with wooden vessels. There is no width restriction, but yachts have a depth restriction of 60mm below the water line when in sailing trim. Yacht designs vary generally in the width and shape of hull rocker.

Appendages:

Fins may be constructed of carbon fibre to give rigidity while being very thin (about 6mm). Bulbs are lead. The fin and bulb have a maximum weight of 2.5 Kg. Rudders can also be of carbon fibre and not allowed to carry ballast. There is a maximum depth of 420mm when rigged ready to sail. The minimum weight of the yacht ready to sail is 4 Kg regardless of the rig used.

Sailing:

IOM yachts are very easy to sail as their ballast gives good stability and the 3 rigs allow for wind ranges to 30+ knots. The yachts and fittings are strong giving a very reliable product.

Quite a few GRYC sailors are now enjoying the excitement of sailing these yachts and we invite any of you to join us. To get involved, please head down to GRYC Monday or Friday afternoons from 2pm. Bar will be open for drinks after racing on Fridays and every few weeks we stay at the club for dinner and a catch up.

For more information, please contact me for the Goolwa Radio Yachting Group on benmorris@senet.com.au

Ben Morris

Team's Racing: From the Finish Line

The GRYC was once again the host club for the 2021 South Australian Secondary Schools Team Racing State Championships, from the 13th to the 15th of April, sponsored by Harcourts South Coast.



In the days leading up to the event, the Club was its usual hub of activity as volunteers prepared for what would be a busy week ahead. The Armfield pontoons were brought over, catering supplies ordered in and prepared, bunting and signage deployed and the 4 fleets of Pacers were thoroughly inspected for damage/wear and tear.

The forecast, however, was not that promising with strong winds forecast for the first 2 days, only settling down for the 3rd and final day. All were hoping there would be the right conditions on days 1 and 2 to allow sufficient races to be completed.

Day one got underway with several postponements due to the gusty conditions as a number of fronts moved through. The safety boats and umpires were kept busy assisting sailors to right their boats and a number of 'choc top' sails were evidence of the shallow waters in which we sail at Goolwa. By early afternoon it was clear the weather was not improving, and everyone headed home.

Day two saw improved conditions and all were keen to see a big day of racing. Which is exactly what happened. The only halt was to reorient the course as the wind shifted southerly.

For day three the weather was pretty well perfect. The qualification rounds were completed by lunch time and the top teams prepared themselves for the finals.

1st Place - Saint Peters 1

2nd Place - Westminster 1

3rd Place - Ocean View College

1st Girls - Walford 1

1st Composite Team - Ceduna Area School/Encounter Bay



1st Place - St Peters 1 were very happy to take the title from Westminster College.

Thank you to the volunteers who put in an extra effort to make this event happen. It is your contribution that has led to GRYC becoming the home of Team Sailing in SA.

Team's Racing: From the Finish Line (cont)

Our volunteers assisted in many roles including start and finish boat race officers and officials, the many hands helping out on the changeover pontoons helping kids get on and off of boats safely, inspections of vessels (which is a bigger job than most would think), first aid officers, COVID marshals, running the lunches, hot coffee and doughnuts out to the on-water volunteers, catering for lunch each day and for the officials each night. Thank you all for making this event so successful.



*Change over pontoon volunteers and club members
Terry Quilliam, Brian Smith and Evan Higgins.
Not pictured - Phil Fletcher, Fraser Buchan, Joe La Forgia
and Rob Morely who also assisted in poontoon changeover
and vessel damage checks.*



Finish boat volunteers – Commodore Louise Edwards, club sponsor Mark Hennessey from River View Deli and club member Rod Errington who donates not only his time but his vessel Amelia to the event each year. Thank you to Rob Remilton who was also on board to help with the finish line results.



*Club member and volunteer Ben Kelsey
and the Investigator College Team who train at GRYC*

We also had the pleasure of welcoming back the umpiring and scoring team coordinated by Wayne Thompson, National Judge and Umpire.

This event would not have been possible without the expertise of your team and we look forward to working together to continue the development of team sailing across SA.

Thank you to the photographers over this event, Chris Caffin of Canvas sails and Ben Howell of benmackproductions.



To view the photos from this event check out the GRYC facebook page.

Louise Edwards
Past Commodore

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Goolwa to Wellington



Women's Sailing



photos courtesy of Canvas Sails

Schools Team Racing



Sailability



Goolwa Windsurfer Classic



photos courtesy of Canvas Sails

Category 7 Safety

I've been asked to write a little something about safety gear needed for GRYC. Let's start with a disclaimer...

This write up is not to be taken as the letter of the law, it is merely intended as a process to help you in acquiring, storing and maintaining the regulatory safety equipment for racing at GRYC.

We have 2 regulatory bodies that control the needed safety gear.

AUSTRALIAN SAILING

Special Regulations - Australian Sailing - Resources
(sailingresources.org.au) RRS2005 (revolutionise.com.au)

Department for Infrastructure and Transport. SA.GOV.AU -
Carrying suitable safety equipment (www.sa.gov.au)

All the reading you could ever need is right here. There is a fair bit to plough through and it's not super easy to find everything.

Currently at GRYC our standard racing is Category 7. You will need to go through the Category 7 regulations, not just the audit form, as the Category 7 audit form doesn't cover everything.

The SA Government Marine Safety Regulations don't always align with Australian Sailing regulations unfortunately, so in that case, you will need to carry the larger quantity/higher specification item.

For example, if Marine Safety requires you to carry 2 buckets, and Australian Sailing Category 7 requires 1 bucket, you will need to carry 2 buckets.

One of the main things I've found on boats at GRYC whilst I've been the safety auditor is anchors and warps (rope and chain).

Whilst I agree with the fact that the waters we sail in are quite shallow, the special regulations must cover every club in Australia that race at Category 7.



There is no dispensation for sailing in a shallow river, therefore reading Special Regulation 4.05, anchor and ground tackle for Category 7, Table 1 states: 'a minimum of 5.0m of chain plus a minimum of 45.0m of rope/chain.'

The size of anchor/chain/rope is determined by choosing from either Table 2 (based on length of yacht) or Table 3 (based on displacement of yacht).

At a minimum, if your boat is under 5m in length (16.5 foot), 3.5kg anchor/6mm chain/8mm rope is required.

Table 2, Up to 6m/up to 8m/ up to 9m/ up to 11m/etc all have different requirements.

Similarly, Table 3 – up to 815kg/816-2500kg/2501-4300kg/etc will all require different weighted anchors, different size and length of chain and different length and size of rope.

Please note anchor rope must be made of polyethylene or nylon. Your old spinnaker sheets or a spool of Telstra rope (polypropylene) you stole from work will not suffice. Save that stuff for the tinny.

Please note this is the minimum requirement. The anchor, chain and rope MUST be all connected together.

The Marine Safety site makes a requirement for a "suitable anchor with cable". This is another example where we have to carry the highest spec item, by going with the Australian Sailing Category 7 requirement.

The other main item that seems to not meet requirements is first aid kit.



Please take special note of 4.07.9 - The first aid kit shall be stored in a waterproof container(s) which shall have the contents listed so as to be visible without opening and shall contain the items as listed on the following page: >>

IN AN EMERGENCY

...

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Category 7 Safety (cont)

For cat 7:

4.07.3 Injury/Illness Chart It is recommended that an injury/illness chart be used to help in communication over the radio or to ambulance officers on shore about what first aid treatment has been administered to an injury (See Appendix G for an example).

4.07.4 Boats shall carry a first aid kit containing at least the items in 4.07.9 It is recommended that boats should be equipped with a first aid kit whose contents and storage reflects the likely conditions and duration of the passage and the number of people aboard the boat.

4.07.5 Items contained in the first aid kits listed below are BASIC and it is recommended that they be increased on a pro-rata basis when more than 10 crew are carried.

4.07.7 It is recommended that if there is any possibility that special medication is needed, or medication allergies exist for any crew member, that crew member should obtain medical advice before racing and provide any necessary additional medication.

4.07.9 The first aid kit shall be stored in a waterproof container(s) which shall have the contents listed so as to be visible without opening and shall contain the items listed below. In the following list, the generic product is indicated with common brand names in brackets. The quantities for each category are indicated under the category column (Refer 4.07.5). Alternate pharmaceuticals in equivalent amounts and having similar action to those stated are acceptable.

Hopefully I haven't bored the hell out of you (\$5 says I have) so any questions you may have, please don't hesitate to contact me or any of the flag officers on the matter of safety.



I shall also bring to your attention a few rules from the blue book.

Rule 92, that shows the rule that allows the technical committee to do inspections on safety gear.

Rule 60.4, the technical committee can protest a boat/competitor over certain things, including not carrying the correct safety equipment.

Rule 47.2, requires a boat to comply with the special regulations.

Brian Partridge



Hart's Chandlery would like to invite Goolwa Regatta Yacht Club members to come down to the chandlery to get your safety equipment up to date. Bring your GRYC membership card with you and see Don and Linda to be part of the loyalty program.

A little bit about the Hart's Chandlery team...

Don and Linda have been sponsoring the twilight series since their arrival in Goolwa, they have joined as members of GRYC and you may have seen them at the clubhouse or out on the water during the twilight series.

Don has a lifetime history in yachting having sailed and competed locally, nationally and internationally in Dinghy's, skiffs and small keel boats. He has worked in the industry in retail, wholesale and manufacture. Don is certainly well placed to assist boat owners and sailors to repair, renovate or update and get the best from their craft.

Linda's career in senior executive roles and running Not for Profit organisations in the health and community care sector has served her well with the transition into co-owning and managing a busy marine chandlery business.

Don and Linda have been a great support to the GRYC and its members and we would like to encourage GRYC members to support this great club sponsor in return. Located at Captain Sturt Marina at 237 Liverpool Rd.

Following are just a few of the many examples of safety equipment on sale at Hart's Chandlery. To discuss the individual needs for your boat, contact Hart's Chandlery on 08 8555 5150 or hartschandlery@gmail.com



Harts Chandlery Safety Equipment (cont)



Volunteers Needed on Water

GRYC is seeking your help. We need some more volunteers to fill in for on-water events, i.e. support boat skippers and crew.

It's a great way to get on the water, be in the action, meet other members and enjoy watching us run around.

If on-water volunteering isn't your style we have vacancies for bridge crew where you can watch the sailing, converse with support boats over the VHF radio and enjoy one of the best outlooks in Australia and watch us run around.



Don't believe me? Here's what Paul said after one afternoon onboard Regatta 3 during an event, "I've never been very good at talking to strangers but after spending time on the water as a support boat crew, I found that all sailors are strange, so it's normal".

If you'd like to get involved please contact Jade at the club or call Chris 0408997663





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Upcoming Events

Short Range Operator Certificate of Proficiency (VHF Marine Radio)

Expressions of interest by Monday 5th July

Contact pbritonjones@gmail.com

Course date Saturday 24th July.

Limited to 12 participants.

Cost \$105.00 includes

Australian Maritime college exam and handbook.

No charge for those of you who have already completed the course and would like a refresher.

09:30am – 15:30pm

BYO Lunch



The SROCP qualification allows the operator to operate the VHF marine radiotelephony equipment only.

The examination consists of a 25 multi-choice question paper (duration 30 minutes with a 70% pass mark) and a practical component.

The practical component may be conducted by either the invigilator or another person nominated by the invigilator.

Applicants for the Short Range Certificate of Proficiency will be required to:

- Demonstrate a practical knowledge of GMDSS sub-systems and equipment which is appropriate to vessels operating in Australian waters on which a radio installation is not compulsory under international agreements. Specifically, VHF radio telephony equipment with digital selective calling (DSC) facilities, and emergency position indicating radio beacons of the 406 MHz and 121.5/243 type.
- Demonstrate an ability to use VHF radio telephony and digital selective calling (DSC) operating procedures, particularly those relating to distress, urgency and safety.
- Demonstrate an understanding of simple maintenance practices required to keep the marine radio equipment specified in (1) in good working order, including the repair of minor faults.
- Demonstrate an understanding of the regulations applicable to ship stations equipped with VHF radio telephony and digital selective calling facilities.
- Demonstrate a basic knowledge of the Australian marine search and rescue system.
- Demonstrate a practical knowledge of marine radio operations and equipment.



**FROSTBITE 2021
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@ GRYC**

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**Goolwa Regatta Yacht Club
Annual Dinner**

**Saturday 19th June 2021
At Islanders' Tavern 7:00pm start**

AGM

**All members are invited to attend
the GRYC AGM on
Sunday 20th June at 11:00am
at the GRYC Clubhouse**

Lunch provided and bar open

**To comply with our COVID safe plan
Table bookings are essential.**

**Please contact
gryc@gryc.com.au or 0447 710 489**

Farewell Tanya

Long-time crew on Nerana, Tanya Smith has accepted an appointment with Woolworths in Alice Springs for a 2-year contract.

Tanya will be missed onboard and around the club and we hope that when she has finished sorting out the Northern Territory, we will again see her smile and hear her laughs at GRYC.

The commodore intends to catch up with Tanya after the AGM as part of the 2021 Goodwill tour of central Australia, Darwin, and remote places east, just to make sure she is being looked after.



The crew of Nerana –
Evan Higgins, Skipper and Commodore Randal Cooper,
Liz Cooper, Tanya Smith, Nigel Kies and Terry Quilliam.



Skipper and Commodore Randal Cooper
on the helm of Nerana
with crew Tanya Smith trimming the headsail.

Commodore Randal Cooper

Marina Matters

You may have noticed that new black mooring lines are being installed on the marina; this is being carried out by past commodore Grahame Evett and follows on from a grand GRYC tradition.

The last time this was done, past commodore Rob Carless took care of the splicing and fitting of new shackles and checking springs.

The new mooring line does sink when not in use to try and stop them from becoming wrapped in propellers. They have a greater resistance to UV degradation, and it is hoped they last longer than the white rope. So, you may need a boat hook to fish them out when returning to your berth.

For any alterations, please send Jade an email and this will be passed on to Grahame.



The most recent addition to the Rob Carless marina, "Silver Fern"
owned by Jacek Holgar with her new mooring lines.

Commodore Randal Cooper



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